

REMARKS

The abstract of the disclosure was objected to for having more than 150 words. The enclosed substitute abstract corrects that problem.

Claims 1-3, 5, 7-10 and 12 stand rejected under 35 U.S.C. 103(a) as being unpatentable over Evans (United States Patent No. 5,614,884) in view of Tan (United States Patent No. 6,043,740). The Evans patent shows a turn signal circuit in which a driver can select either a signal of short duration or a signal of long duration. The driver picks one or the driver picks the other. They do not operate at the same time. They do not create a signal which is "easily distinguishable from a conventional turn signal." The Evans patent, beginning in column 7, line 64, states:

"The short 15 second switches S1 and S3 are generally selected for short duration turns, such as lane changes. The longer 70 second switches S2 and S4 are chosen when the driver anticipates a long wait for a turn such as in a lane change during a traffic jam or at a long duration traffic light."

The present invention, on the other hand, is designed "to operate in a manner easily distinguishable from a conventional turn signal" in the language of Claim 1 and Claim 8. Furthermore, Claim 2 and Claim 9 add that the circuit causes "the vehicle turn signal to operate in a combination of long and short light signals." This is not one or the other as in the Evans patent, but both long and short signals "in a combination." Claim 3 and Claim 10 add "long and short delays between the light signals," something that the Evans patent does not consider.

Referring to Figures 3 and 4 of the Tan patent, it is clear that the solution offered by the Tan patent requires extensive modification to the exterior of the automobile, something not required by the present invention. Even if the pulse trains that are applied to the turn signal are the ones suggested by the Examiner, it is still clear that the result is not coded, but simply a way of getting the attention of the drivers of other vehicles. Tan signals by a moving or flashing arrow, either over the license plate or over the stop signal above the back seat, not as part of the normal turn signals. The present invention is a way of adapting current vehicle configurations to present a coded signal from existing turn signals, such as a long and short

signal combination, in order to indication a U-turn or slowing-to-stop signal. The references cited simply do not apply.

Claims 4 and 11 stand rejected under 35 U.S.C. 103(a) over the Evans patent in view of the Tan patent, further in view of Boxer (U.S. Patent No. 5,731,755). The Boxer patent does show the use of a special U-Turn indicator, but one that requires the modification of the exterior and general circuitry of the automobile. Boxer shows the addition of extra lights going around either the headlights or the turn signals. These are not required for the U-Turn indicator of the present invention. The present invention works with an existing automobile exterior, with no need to modify the turn signal lights. The present invention only requires modifying the turn signal circuitry, something that can easily be retrofit into existing automobiles. Claims 4 and 11 add that the circuit causes the turn signals to "operate in a series of light signals and delays," of the turn signals, but it refers back to Claims 1 and 8, which clearly distinguish over the Evans patent and the Tan patent.

There is nothing to suggest combining the fixed selections of the Evans patent with the special arrangement of lights in either Tan or Boxer to use a special sequence using the existing turn signals. It simply does not follow.

It is believed that all of the claims are in condition for allowance and an early indication of the allowance of Claims 1 through 12 is earnestly solicited. Since the number and type of claims has not been changed, no additional fee is required. A request for extension and a check to cover the fee are enclose. Please charge any additional fees which may be required or credit any over payment to Deposit Account No. 20-1123.

Respectfully,



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